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Beings have proved the
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Bovril to be from 10 to 20
times the amount taken.

Bovril

2

NO. 16897, 號七十九百八千六萬一第一 日四十月五年子王 HONGKONG, FRIDAY, JUNE 28TH, 1912. 五拜禮 號八十二月六年二十百九十一英港香 PRICE, \$3 PER MONTH.

INTIMATIONS

NEW MODEL

"MOUTRIE"

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[127-5]

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.

In Casks 375 lbs. net.

In Bags 250 lbs. net.

SHEWAN, TOMEY & CO.,
General Managers,
Hongkong, 29th April, 1908.

[1284]

NEW CARTRIDGES.

BY popular English Manufacturers. In all
Bores and Sizes.

SMOKELESS POWDERS and CHILLER
SHOTS. From No. 10 to SSSG. at \$6.37
and \$7.50 per 100, SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1906.

[1575]

SIEN TING
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE
Consultation Free.
Hongkong, 21st September, 1905.

[485]

SINGON & CO.
ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants
Wholesale and Retail Ironmongers, Pig
Iron and Foundry Coke Importers. General
Storekeepers and Shipshandlers. Nos. 35 & 37
SING LOONG STREET (2nd St. west of Central
Market). Telephone No. 515

[154]

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.
1.45 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS.
45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.
every 15 minutes.
SUNDAYS.
7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.15 p.m. Every 15 minutes.
7.00 p.m. to 8.15 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.

SATURDAYS.
Extra Cars at 11.45 p.m.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON
General Managers.
Hongkong 16th June 1911.

[527]

S.M.R.

SOUTH MANCHURIA RAILWAY.



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THE FAR EAST AND EUROPE, VIA DAIREN.

SHANGHAI TO LONDON
IN 13¹ DAYS.

The S.M.R. Mail Steamers (equipped with wireless telegraph and carrying a qualified surgeon on board) leave the S.M.R. Whampoo Wharf, Shanghai, every Monday and Wednesday, connecting with the S.M.R. Express Train Service leaving Dairen every Sunday, Wednesday, and Friday, in conjunction with the Trans-Siberian Express Service at Changchun.

Steamer Fares.—Single \$40; return (available for 3 months), \$54.

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[127-5]

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DRY DOCK DEPARTMENT.—Telephone Nos. 376, 506, or 681.

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Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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106 buildings, principally of brick and steel. 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.

Customs-house brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[1260]

TIME TABLE.

WEEK DAYS.

1.45 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.

45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.

every 15 minutes.

SUNDAYS.

7.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.45 a.m. to 12.00 noon. Every 15 minutes.

12.00 noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.15 p.m. Every 15 minutes.

7.00 p.m. to 8.15 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

TIME TABLE.

Extra Cars at 11.45 p.m.

REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA.

BOOKS JUST ARRIVED:

CASSELL'S ROYAL ACADEMY OF PICTURE and SCULPTURE.

"BLACK and WHITE"

ROYAL ACADEMY of PICTURES ON THE COURT AND OFF.

BY ANTHONY E. WILDING.

THE GUILD OF THE GARDEN LOVERS.

[125]

FOR BATHING PARTIES

BLACKBERRY BRANDY,
CHERRY BRANDY,
CHERRY WHISKY,
SLOE GIN,
CHERRY GIN,
PEPPERMINT.

CALBECK,
MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

[126]

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14, DES VŒUX ROAD, CENTRAL.

[126]

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AND ENGINE WORKS.

Builders and Repairers of Ships, Engines and Boilers, and ELECTRICAL EQUIPMENT.
Manufacturers of Condenser, Stone's Manganese Bronze, and Parsons Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI

Length on Keel-Blocks. Breadth at Entrance on Keel-Blocks.
No. 1 ... 510 ft. 77 ft. 26 ft.
No. 2 ... 350 ft. 53 ft. 24 ft.
No. 3 ... 714 ft. 88 ft. 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OUEA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

Floating Docks.
No. 1. 7,000 Tons. 12,000 Tons.
Max. Length of Ship taken in 460 Feet 530 Feet.
Breadth " " 56 " 56 "
Draft " " 22 " 26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Sheerlegs, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROFOUNDLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

[127-19]

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BLEND OF THE FINEST PURE MALT SCOTCH WHISKIES.

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A. S. WATSON & CO., LTD., ALEXANDRA BUILDINGS.

23

NOTICE TO CORRESPONDENTS.
ONLY communications relating to this news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to THE EDITOR.
No anonymously signed communications that have already appeared in other papers will be inserted.
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HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLAMET STREET, EC**The Daily Press.**

HONGKONG, JUNE 28TH, 1912.

The Provisional Government's latest statement of its Tibetan policy is remarkable neither for its consistency nor for its panoply. When the Republic was formally established after the abdication of the Emperor we were told that all five branches of the Yellow Race were to live in liberty, equality, and fraternity under the rainbow banner, and none of them were to lose any of their ancient rights. Now, however, the Cabinet has announced that Tibet is to be made a province of the Republic, and is to be put under a Military Governor. The Tibetans have shown themselves perfectly willing to adopt the "liberty" of the original Republican programme; "equality" they consider as an insult to themselves; and as for "fraternity," they will have none of it—hence, they must be coerced. How the Cabinet can imagine it possible for Tibet to be welded into a homogeneous part of the Republic passes our comprehension, but there is no limit to the ignorance of Peking officialdom concerning Tibet and its affairs. In the present statement of policy we are told that the Governor at Chungku has been ordered to occupy the posts between Lhasa and Darjiling—this at a time when the Tibetans have just succeeded in expelling the Chinese garrisons from Yangtze and Trishilambo—and also that the Cabinet's intention is that the religious authority shall be restored to the DALAI LAMA. It seems incredible that this last suggestion is really put forward with the authority of a body over which T'ANG SHAO-YI has presided and accessible to the counsels of WEN TSUNG-YAO, for either of these gentlemen must know that the DALAI LAMA wields the secular power of the hierarchy, the spiritual monarch being his fellow Pontiff, the PASHEN LAMA. This

ignorance and muddle-headedness is quite on a par with that evinced in the Cabinet's recent telegram to the Resident at Lhasa, enquiring why no Tibetan representative had been sent to the Advisory Council, at a time when Tibet is doing all she can to throw off the Chinese yoke. The case of Tibet, indeed, affords a curious commentary on the passion for abstract liberty that is supposed to reign supreme in the breast of Young China. Last Autumn the Chinese revolted against the alien rule of the Manchu Emperor and rejoiced in having thrown off the foreign yoke that they had worn for three and a half centuries. The logical sequence of events would be for China to say to Tibet: "The hated Manchus have been trying to rivet tight on you the fetters with which we too were bound, but now we have gained our liberty, so you too are free"; but instead the young Republic tells Tibet that she is to be made, willy-nilly, a province of China and be put under a Military Governor. If the Cabinet had its way, Tibet would be far worse off under the military government of the Republic than it was before under the Manchus. "Tibet for the Tibetans" is quite as legitimate a cry as "China for the Chinese"—more so, indeed, for it is long since the Manchu rule was as great a source of actual hardship to the Chinese as is the Chinese rule to the Tibetans—but no thanks are due to China for the fact that it is about to be realized. The one outstanding point is that China has altogether lost her hold on Tibet. The vigorous forward policy of CHAO EH-HENG a couple of years ago put her in a position of authority at Lhasa such as she had not enjoyed for centuries before. CHAO EH-HENG has fallen a victim to revolutionary excesses, and it will be many a long day before China will produce another such guerrilla leader. Even in the General forthcoming, no funds can be spared for the heavy expenses inseparable from such a campaign as the reconquest of Tibet would involve. The Chinese garrisons at Lhasa, Shigatse, and Yangtze have all been overthrown, and for the present Chinese domination in Tibet is at an end. The DALAI LAMA is now making his long-meditated advance from Kalmpong to Lhasa, and he will be in a position to rule independently, and scoff at the fiction of Chinese suzerainty. That is the only way out of the present chaos, and the DALAI LAMA would be morally justified in announcing, in the bombastic terms of the early revolutionary leaders, that his land and people were now independent of oppression and in proclaiming himself an independent ruler. Something of this sort, indeed, must happen before long, for China cannot re-establish her rule, and Tibet cannot remain indefinitely with no government. We fully expect to see, in the near future, Tibet asserting her absolute independence, and then will arise the problem of what England's attitude towards her should be. By our Convention with Russia, we are bound not to treat with Tibet except through the intermediary of the Chinese Government. If the DALAI LAMA is able to maintain the independence of Tibet, this course will be out of the question, and the clause of the Convention will become a dead letter. To this extent the Convention would call for modification, and the simplest plan would be to excise the self-denying ordinance that forbids either of the High Contracting Parties to appoint representatives to reside at Lhasa. After all he has gone through, the DALAI LAMA would probably prove acquiescent, if only for the fortification that the theory of his independence would receive if foreign Governments were represented at his Court. The establishment of an English representative at Lhasa would be a clear gain to us: Russia would, of course, appoint one also; but we have far less to fear from the open negotiations of a properly accredited Agent than we have from the underground machinations of men of the DOWRIEW type, such as, it is fairly certain, are taking place now. If we want to check and counteract them, we can do it most readily by being properly represented at Lhasa, and if, as seems certain to happen, the DALAI LAMA asserts Tibet's absolute independence, the golden moment for moving to that end will have arrived.

The losses of the Philippine Drug Company in the recent fire at Manila are given in the official report as 150,000 pesos. The insurance on the property was 140,000 pesos.

A Chinese was sent to hospital yesterday suffering from severe injuries caused by a fall from a tramcar in Connaught Road West. The man had attempted to alight from the fast moving car.

Federated (Selangor) Rubber Co., Ltd., has declared a final dividend of 50 per cent., which with the previous interim dividend of 60 per cent. makes a total of 110 per cent. for 1911, compared with 140 per cent. in 1910.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE DOCKERS' STRIKE.

LONDON, June 27th.

There are 154 ships being worked in London Docks by 12,980 workers, a number which is daily increasing. The strike, however, continues. Everything is terribly behind hand.

A Montreal message states that three million bushels of grain are held up there owing to the London strike. Vessels are refusing to take grain as cargo.

The Cunard steamer *Ascania* returned from London with the grain she carried over a fortnight ago.

LATER.

A SURPRISE.

At a meeting of railwaymen at Stratford last night, which was expected to order a strike for the purpose of supporting the dockers in accordance with a resolution passed on the 24th inst., a surprise was created by the leaders appealing to the men not to strike. This was the result of an interview with Mr. Asquith yesterday, foreshadowing a settlement of the dockers' strike.

Mr. Ben-Tillet, the dockers' leader, upbraided the railwaymen for their "cowardice" and said the dockers would, nevertheless, continue the strike a month, if necessary. There would be murder, he said, if it lasted longer.

A manifesto issued by the Executive of the Amalgamated Society of Railwaymen reminds the members that they are bound to observe their contract with the Companies.

THE STRIKE AT THE FRENCH PORTS.

END IN SIGHT.

LONDON, June 27th.

A telegram from Havre states that the Strike Committee, after an exchange of views with the strike organisations in the other ports, decided to recommend a resumption of work when the Arbitration Commission meets.

AMERICAN PRESIDENTIAL.

LONDON, June 27th.

Reuter's correspondent at Baltimore telegraphs that on the resumption of the Convention Judge Parker referred to Mr. Bryan's great struggles for the Democrats. It was the duty of all to forgive and stand with him. He advocated Mr. Bryan's selection as chairman of the Resolutions Committee.

Two lieutenants of Mr. Roosevelt had been in consultation with Mr. Bryan.

A message from Chicago states that many people in the streets are wearing Roosevelt-Bryan badges.

LATER.

A Baltimore telegram states that Mr. Bryan has refused the Chairmanship of the Resolutions Committee.

The Convention has decided to defer consideration of the Party programme till the Presidential candidate is nominated.

Reuter's correspondent at Baltimore telegraphs that there have been efforts to start demonstrations in favour of the different candidates. The most successful was that engineered on behalf of Mr. Woodrow Wilson, the "Radical" governor of New Jersey. It lasted thirty-three minutes.

LATER.

A Baltimore message states that a roll call on a controversial point has resulted in the victory of Mr. Woodrow Wilson by 563 votes to 495. This is also a victory for the Progressives, the Bryanites having supported Wilson.

WHEAT PROSPECTS.

LONDON, June 27th.

Reuter's correspondent at Melbourne telegraphs that copious rains have fallen throughout the wheat areas of Australia. The crop prospect is splendid.

GERMAN SOUTH-WEST AFRICA.

LONDON, June 27th.

The German Colonial Secretary is visiting South-West Africa. Speaking at Nederitz Bay, he advocated the introduction of Chinese to develop the mining industry.

[THROUGH REUTER'S AGENCY.]

THEIR MAJESTIES IN WALES.

A SUFFRAGETTE ATTACK ON THE HOME SECRETARY.

LONDON, June 27th.

Their Majesties visited Llandaff Cathedral.

A suffragette outside rushed towards Mr. McKenna, the Home Secretary, who was in attendance upon Their Majesties, shouting and then appealed to the Queen to help the suffragettes. She was arrested and removed struggling desperately, while the crowd jeered and hooted.

THE DUCHESS OF CONNAUGHT.

LONDON, June 27th.

A message from Montreal states that the Duchess of Connaught has been allowed to rise, and her complete recovery is only a matter of days.

ALEXANDRA DAY.

LONDON, June 27th.

Bright sunshine made Alexandra Day a huge success, which was aptly described on the newspaper bills in the words "Roses, roses, all the way." White-robed flower girls, including peeresses, were everywhere. It was a great popular hit and was organised magnificently. Queen Alexandra drove through the streets and received a great ovation.

LATER.

It is estimated that about £30,000 has been realised by the sale of the Alexandra roses, of which £10,000 was in pennies. Fancy prices were given in the City and in the West End for penny blooms, the highest being by a well known distiller who gave £100. Miss Phyllis Broughton sold by auction roses on the Baltic Exchange. The strikers at Tower Hill bought readily.

MOTOR CAR RACE.

LONDON, June 27th.

The motor car race for the Grand Prix took place at Dieppe over a circuit of 960 miles. Boillet, driving a Peugeot, won, covering the distance in 13 hrs. 58mins. 2.25 seconds. Wagner, with a Fiat machine, was second. The others were:—Bruce Brown, in a Fiat, 14hrs. 28mins. 13secs.; Rigel, in a Sunbeam, 14hrs. 38mins. 30secs.; Resta, in a Sunbeam, 14hrs. 39mins. 5secs.; Medinger, in a Sunbeam, 15hrs. 59mins. 41secs.

The performances of the Sunbeams were astonishing, their cylindrical capacity being limited to three litres. Some of the competitors were five times their size. Rigel won the Auto Cup for machines of limited capacity.

THE TEST MATCH.

A DRAWN GAME.

LONDON, June 27th.

The third test match was resumed yesterday, when England carried their score to 310 for seven wickets, at which they declared. Australia replied with 282 for seven wickets, the result being a draw, rain again interfering with play. There was an attendance of 18,000, which included the Prince of Wales. The wicket was easy. McCartney contributed 99 and Kelleway 81.

HOME CRICKET.

London, June 27th.

The South Africans, playing at Glasgow, defeated Scotland by an innings and 97 runs. Sussex beat Oxford University by an innings and 147 runs. The following matches were drawn:—Leicester v. Surrey; Yorkshire v. Northants; Hants v. Cambridge University; Derby v. Warwick.

THE TURF.

RESULT OF NORTHUMBERLAND PLATE.

LONDON, June 27th.

The race for the Northumberland Plate, distance 2 miles, resulted as follows:

Mynora 1

Redeape 2

Policeman 3

The winner started at 20 to 1 against, 6 to 1 Redape, and 100 to 7 Policeman. Won by a length, a neck between second and third.

[FROM THE "CHUNG NGOI SAN PO."] TANG SHAO YI'S RESIGNATION.

SHANGHAI, June 27th.

President Yuan Shih Kai has accepted the resignation of Tang Shao Yi as Premier, and has recommended Lok Ching Cheung, Minister of Foreign Affairs, as his successor.

[THROUGH REUTER'S AGENCY.] EXPLOSION ON A FRENCH WARSHIP.

LONDON, June 27th.

A Toulon telegram reports that 23 men have been wounded, some fatally, by an explosion in the gun turret of the *Jules Michelet*, during firing practice.

LATER.—There were two accidents on the *Jules Michelet*. Practice was resumed after the first explosion in which 13 were wounded. Then the gun "backfired," wounding 10.

THE TOLL OF THE AIR.

LONDON, June 27th.

A message from Paris states that the aviator Lieutenant Etienne was killed by falling from a great height.

The airman Valentine left Dover at six o'clock yesterday evening to fly to Calais. He has not been seen since.

LATER.

Valentine has landed at Grisnez.

CORRESPONDENCE.

THE ROYAL COLONIAL INSTITUTE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

DEAR SIR, The Council of the Royal Colonial Institute has asked me, as its Corresponding Secretary in this Colony, to take steps for extending its local membership, in order to assist it in enlarging its sphere of usefulness.

With that end in view I desire to lay before the following facts before all British Subjects in this Colony:

(i.) The chief aim of the Institute is to preserve the Unity of the Empire.

(ii.) The Institute is of a non-party character. H.M. The King being its President, whilst among its Vice-Presidents,

he found men holding such diverse views on home politics as Lord Brassey, Lord Grey, Lord Minto, Lord Roberts, Lord Charles Beresford, Mr. Joseph Chamberlain and Mr. Lewis Harcourt.

(iii.) The Institute affords opportunities for the reading of papers and for the holding of discussions upon Colonial and Indian subjects, and such papers and discussions are printed and dispatched monthly to fellows all over the world, and help to keep the various parts of the Empire in touch with one another.

(iv.) The Institute undertakes scientific, literary and statistical investigations in connection with the Empire and has recently started a Trade and Industry Committee with a view to the encouragement and facilitation of trade between the different parts of the Empire.

It has also established a Committee to consider the very important question of Emigration, from the United Kingdom.

(v.) The Institute provides at its Headquarters in Northumberland Avenue, London, a place of meeting for all those who are interested in the Empire, together with a good reference Library and a Museum for the collection and exhibition of the products of various parts of the Empire.

The Institute consists of Resident and Non-Resident Fellows and Lady Associates, who must be British Subjects and must be elected by the Council on the nomination of two fellows. A non-resident Fellow (i.e., one who has his permanent home outside the United Kingdom) pays an entrance fee of £1 1/- (which is increased to £3 when taking up permanent residence in the United Kingdom) and an annual subscription of £1 1/- (which is increased to £2 when in the United Kingdom for more than 6 months). Lady Associates pay an annual subscription of £1 and are entitled to a copy of the monthly journal. Non-resident fellows can compound for the non-resident annual subscription on payment of £10, or, after the payment of 20 or more annual subscriptions on the payment of £23.

At present there are in this Colony only about 20 Fellows of the Institute, and I venture to appeal to the numerous British Subjects in this important outpost of the Empire to send in their names to me for election as Fellows of the Institute.—Yours faithfully,

H. E. POLLOCK.

27th June, 1912.

AN ARMY OFFICER CHARGED WITH ASSAULT.

At the Magistracy yesterday, Capt. W. A. Hagger, of the 12th Baluchistan Infantry, appeared on a summons charging him with assaulting a Chinese assistant at the Kowloon Branch of the Dairy Farm. Mr. Melbourne tried the case.

Defendant conducted his own defence. The evidence of the complainant was to the effect that he was giving orders to a coolie, when defendant entered his room without permission, and slapped him twice on the side of the head. The blows rendered him unconscious.

Defendant—Is it not a fact that that was a festival day, and that a game was being played in your quarters, resulting in a good deal of noise?

Complainant—No.

Defendant—Is it not a fact that I told you not to make a noise, and that you used bad language?

Complainant—No.

His Worship—You did not use bad or insulting language to the defendant?

Complainant—No.

His Worship—Then, can you give any reason why defendant should come into your room and hit you without provocation?

Complainant—No, I know of no reason.

Defendant—How is it, if you were unconscious, that you spoke to me directly after I hit you?

Complainant—I did not speak to you for some time afterwards. I was unconscious for about ten minutes.

Defendant—Did I hit you on one side of the head?

Complainant—No, on both sides, near the temple.

Defendant—with both my hands?

Complainant—No, with one hand.

Defendant—How could I hit you on both sides of the head with one hand?

Complainant—I don't know, but you did.

Defendant stated that some time after about 9.30 on the 19th June he was sitting in his quarters overlooking the coolie quarters at the Dairy Farm. He had illness in the house, and required quietness, and as a good deal of noise was heard from the coolie quarters he sent his boy over to tell them to keep quiet. The noise, however, increased and he then went to the coolie quarters, followed by his boy. On entering the door, two men slipped past him into the yard. He saw the complainant lying on the bed, and shouting to another man. He caught hold of the complainant by the right arm, and asked him why he made such a noise, and received a mumbled reply. Defendant then struck him on the side of the head with his open hand. On his return, a gentleman who lived on the first floor asked him what was the matter. Defendant said he had been down to stop the noise, and he said he had been aroused by it. Shortly after, a great noise broke out, and complainant could be heard using extremely abusive language. The language continued, and attracted the attention of a European constable who came into the back yard.

M. E. Weatherall stated that he was awakened by a noise from the coolie quarters of the Dairy Farm. He got up and went downstairs, and as he did so a man came out into the yard of the Dairy Farm, and shouted out a number of filthy expressions. He could not recognise the man as defendant.

Defendant's boy bore out his statement as to having sent down to the Dairy Farm quarters to tell the coolies to stop their noise. The boy denied that complainant was rendered unconscious by the slap given him by defendant.

A cross-summons was also brought by defendant, charging complainant with using abusive language. Defendant was fined \$1 for the assault, and complainant, for using abusive language, was bound over in a recognisance of \$50 to keep the peace for six months.

INDIAN CONSTABLE IN TROUBLE.

An Indian constable was charged before Mr. Irving at the Magistracy yesterday with having assaulted an Indian colour-sergeant with intent to do grievous bodily harm.

Mr. Russ (Goldring, Barlow & Morrell) appeared for the defendant.

The sergeant stated that on the morning of June 25th, while he was having his breakfast, the defendant entered the mess-room, and, throwing a towel about his neck, attempted to choke him. They struggled, and fell to the floor, and had not been that assistance arrived it might have fared ill with him.

It was admitted by the police that the sergeant was not popular with the men.

Defendant denied that he had assaulted the sergeant. He had a towel in his hand when he entered the mess-room, and the sergeant attempted to wrest it from him, and in the ensuing struggle fell to the ground.

SUPREME COURT.

Thursday, June 27th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (HON. MR. REES DAVIDS, K.C.)

THE SIAM INTRAPERA CONCESSIONS LIMITED.

In the action by G. J. Nijhuis against J. E. Bingham, the liquidator in the Siam Intrapera Rubber Concessions Limited (in liquidation), his lordship delivered a written judgment in chambers. He said that as regards the first part of the claim, the refusal to register the transfer of shares, this was admitted by plaintiff's counsel to be the identical cause of action decided in H.B.M. Court in Shanghai and could not therefore be the subject of an action in Hongkong. As regarded the alternative claim for damages for misrepresentation, that had been fully dealt with in the judgment of the learned judge at Shanghai. He had no doubt after reading the judgment that the same facts would be proved, in pressing the alternative claim, as would justify the Court at Shanghai, if the action were brought there, in upholding a plea of *res judicata*. His lordship was of opinion that to allow the action to proceed here would be an abuse of the Court's process and would be tantamount to asking the Court to reverse the judgment of another Court of co-ordinate jurisdiction. His lordship dealt with the point that plaintiff, in the event of further proceedings be required to resort to Shanghai, and held that defendants would be subjected to injustice and vexation if they had to bring witnesses and books from Shanghai to meet a claim based on much the same facts as in the previous action in Shanghai. His Lordship ordered that the action be dismissed with costs.

SHIPPING NOTES

The report of the British India Steam Navigation Company recommends dividends of 5 per cent. on the Preference stock, and 7½ per cent. on the Ordinary shares for the year ended December 31st, 1911. The report states that the sale of ten old steamers and the disposal of some property which the company was obliged to part with under the Land Acquisition Act at prices in excess of the value at which they stood in the company's books, together with the result of the year's operations and freedom from serious accident, have enabled the directors, after providing for depreciation, to add £500,000 to the reserve and insurance funds, making them £1,152,732. The report adds that while it might have been possible to pay a higher dividend than 7½ per cent., the directors believe that it is wiser to strengthen the company's resources against the possibility of less prosperous years.

The announcement that the *Breid*, so long associated with Bangkok, says a Siam contemporary, is going home to Europe will be received with interest and regret. The improvement in the European freight market has already attracted the *Heimdal* and *Solve*, from Bangkok, and now the *Breid* is also departing. She is proceeding down to Java to load a cargo of sugar for Europe, and has secured the remunerative rate of 40s. per ton. The *Heimdal*, chartered about a month ago, secured a freight rate of 36s., and about fourteen days later the *Solve* secured 38s. The *Breid* will make the third local steamer leaving for the European freight market in the past two months. It is of interest to note that small steamers returning home to Europe to secure a better freight market when such prevail there generally lose about £500 on the trip home. However, on account of the exceptionally good freight rates now ruling these small steamers will make a profit of about £500 or £600 on the trip. The *Breid* is the oldest Norwegian vessel on the Bangkok-Singapore run, and in the course of her career has made about two hundred trips between those ports, besides trips from Hongkong to Bangkok and also trips to Java. She came out to the East fourteen years ago, bringing out a cargo of kerosene from the Black Sea, and out of this period thirteen years and three months have been spent on the Bangkok run. The vessel has proved a very good investment for the owners, as is evidenced by the fact that in the first three years she was trading in the port of Bangkok, she paid yearly dividends of 32, 30 and 33 per cent. respectively, besides putting adequate amounts aside towards the usual depreciation and boiler funds. And later she has paid on an average every year about ten per cent.

THE "QUINTA."

The agents of the German steamer *Quinta*, which is aground on the Paracels, have received telegraphic information that the ship is in a perilous condition and should a strong wind develop, she is certain to overturn. Her propeller is some three or four feet out of the water.

The *David Gillies* reached the scene on Wednesday evening, and the German gunboat *Luchs* arrived there yesterday to afford protection.

It is expected that wireless information will be sent from the *Luchs* to the German Admiral to-day reporting the state of affairs.

NOTES AND NEWS.

MISDESCRIPTION.

An article in the *Observer* on "The Travels of M. P." has an amusing story of the Master of Elibank's recent visit to The Hague. He found himself recorded in one of the Dutch papers as "Le Maître de la Banque d'Elly," which is almost as good as the French hotel's description of the Bishop of Sodor and Man: "L'évêque de siphon et de l'homme."

HONOURING TOM RUGGLES.

In honour to Thomas Hughes, the author of "Tom Brown," a pilgrimage was arranged to visit Uffington, the centre of the Tom Brown country, last month. Although for over half a century "Tom Brown's School Days" has delighted countless numbers of boys, there are still some connecting links with the author. Mrs. Arnold Foster, the wife of present Dr. Arnold, and the author's daughter, Miss Hughes, is also to be present. Another daughter went down in the *Titanic*.

THE EMPEROR WILLIAM AND WORKMEN'S CHILDREN.

The Emperor William has given orders for the establishment, at his own expense, of a rest home for the children of destitute Berlin working men, which will be built at some place not yet specified on the Baltic coast, to receive monthly about 150 children. It is expected that the home will be open for a period every summer long enough to benefit between 700 and 800 children who are in need of rest and recreation. It will be managed by Fräulein Mathilda Kirschner, daughter of the retiring Chief Burgomaster of Berlin, who was received by the Emperor at Potsdam recently.

DEFERRED DIVIDENDS.

"The Week's Little Story," from the *Gentlewoman*. When Sir Philip Burney Jones was staying in America with some friends, he was asked one morning by their negro butler, one Thompson, to take shares in a company for rebuilding a Baptist chapel somewhere, that he Thompson, was interested in. Sir Philip tells that he was given to understand that the investment would be on commercial lines and that he should lose nothing by the transaction. So he obligingly bought one share, and was duly presented by his "dusky friend" with a receipt. After he had examined it, Sir Philip tells that he found it was written in this peculiar phraseology: "This certifies that I have purchased one share in the—Baptist Church issued for the purpose of enlarging the building. Dividends and principal will be paid in Heaven."

THE QUEEN AND DANCING.

Her Majesty is a firm believer in all children being taught to dance so soon as they are of a suitable age, not only for the sake of the art itself, but on account of the beneficial effect that she considers it has upon their health and carriage. Princess Mary is quite a skillful waltzer, as are the Prince of Wales and Prince Albert. Even little Prince John is now to receive his first lessons in dancing. Children's balls, therefore, at Buckingham Palace and Windsor Castle are likely to be rather frequent in the future. The Queen, however, realises the importance of boys and girls not overtrusting themselves on those occasions, and she considers that none of these balls should last for more than a couple of hours or so at the outside. She is herself still very fond of waltz, though this is really the only modern dance that appeals to her. King George, on the other hand, has almost entirely lost his former liking for the ball-room, at least, so says the *Gentlewoman*.

BUSINESS IS BUSINESS."

"Dagonet," in the *Refugee*, tells a god story which he took from a Paris journal. A. M. Marchal, a traveller by the unfortunate *Titanic*, was playing bridge with some friends at the time the vessel struck the berg. He made for a lifeboat which was being launched, and as he got into her the head water of the Paris Cafe, where he had been playing, rushed to the side and called out, "Pardon, Monsieur, but you have not paid for the last two cigars." This reminds me of a story connected with the loss of a liner which struck on a sunken rock far away in the distant East, and straightway sank. A friend of mine was on board, and was one of the two or three survivors. Being a good swimmer, an art he had acquired at Eton, he contrived to reach a hen-coop, or something of the kind, which supported him until, after more than a day, he was picked up pretty well exhausted. On his arrival in England he received a note from the Company asking him to be good enough to furnish particulars of any amounts he might have been owing to the steward's department at the time the steamer sunk.

23,000,000 LOSS FOR LOVE.

"There are other things in this world than having beside money, and the highest of them is love," was the blushing young woman to whom he was addressed to interviewers by Mrs. James A. Garland, who by marrying Mr. Francis Cushing Green, a New York lawyer, gave up a fortune of £2,000,000. The wedding was described by one of the trustees of the vast Garland estate as "a glowing example of what a loyal woman is willing to do for the man she loves." Rumours of the sacrifice made by the widow attracted large crowds to the Garland mansion at Bourne, Buzzard's Bay, Massachusetts, but they were not admitted to the drawing-room where the simple ceremony took place. Dressed in a summer gown of pink material, Mrs. Garland, who is the mother of five children, was attended by her little daughter, Hope, while her eldest son, James, acted as best man. It was the bride's third wedding, but Mr. Green is only her second husband. She married the Boston millionaire, Mr. Garland, when a young girl, and divorced him some years later. A few months after the divorce she met her former husband in the streets of Boston. They spoke, were reconciled, and remarried. On the death of Mr. Garland the widow inherited an income from a trust fund, which, according to the will, she could enjoy "until her death or marriage."

AN INDIAN COMMENT.

Commenting on the request of opium buyers in India that the monthly sales of the drug in Calcutta should be stopped, the Allahabad *Pioneer* says: "Three months' notice is required of any cessation of sales, and already some opium dealers have protested against any summary stoppages as they are committed to time bargains. Obviously then it would be a breach of faith if Government were to cancel their own notification, and it does not seem likely that they will do this. The Calcutta monthly sales for the current financial year will end in the last week of September in any case, or little more than three months hence. There are strong reasons why the Government of India should refuse to accede to the request made in the memorandum from Bombay. If the sales were stopped the loss of Indian revenue would be enormous and a situation would be created which would render negotiations with China more difficult than ever. No doubt firms engaged in the trade would find their difficulties minimised, for the immediate effect would be greatly to raise the value of the stocks which they now hold. Even if auctions of certified opium only were

THE OPIUM TRADE.

PROTEST FROM HONGKONG.

The following letter, dated Hongkong, 17th May, 1912, was addressed to His Excellency Sir John Jordan, K.C.B., G.C.M.G., Envoy Extraordinary and Minister Plenipotentiary, Peking:

Sir.—It is with much regret that we are again compelled to address Your Excellency on the subject of the opium trade.

The Chinese Authorities commenced harassing the trade a considerable time back in the Province of Chekiang, the restrictions then spread to Fokien, and now Canton. During this period the cultivation of native opium has been increasing all over China and this fact, combined with the obstacles above referred to which our trade has to contend, is having a serious effect on our business. The merchants were led to pay high prices for their opium purchases to the Government of India relying on the ability of the British Government to insist on the conditions of the recent agreement being adhered to. Now that a Republican Government is formed and the Powers are on the eve of recognizing the Republic of China, we hope that Your Excellency will, as a condition precedent, insist upon the treaties being observed. The Times Weekly Edition of the 19th April contains the following article:

OPUM GROWING.

A traveller who has just returned from Chekiang reports that immense fields of poppy are to be seen in many places, especially in the south of the province, where an abnormal crop may be expected. Even in the Prefectural City the poppy is growing, but the authorities are taking no steps to suppress its cultivation.

From other sources reports are being received that confirm the fact that extensive poppy cultivation is freely going on in the other opium growing provinces. The detrimental effect of this on our trade can hardly be exaggerated.

The CHAIRMAN said:—Ladies and Gentlemen.—The Annual Report and Statement of Accounts having been in your hands for some days, with your permission I will take them as read. In moving their adoption I am sure you will agree with me that they show a healthy improvement on last year. First of all, I would direct your attention to our Liabilities. Bank Overdraft last year amounted to \$84,810,92, this year \$84,847,01, showing a reduction of nearly \$20,000. Sundry Creditors last year amounted to \$65,512,23, this year \$65,218,73, showing a reduction of over \$3,000. Mortgage on factory remains the same. Capital Account also as last year. Bad and Doubtful Debts written off last year \$2,433, and a Reserve against possible Bad Debts \$2,852,00. This year the Auditors find it necessary only to write off \$1,734,00 and reduce the reserve to \$1,171, the Sundry Debts being very much healthier. You will notice the item to Dr. of Profit and Loss account of Interest and Exchange \$4,311,05. This amount is made up by Interest on Overdraft with the Bank \$2,96,02 and loss on exchange \$2,34,13. Last year's Bank Interest amounted to \$4,94,16, so a saving has been effected of \$1,783,23. Loss on exchange is heavier this year by reason of our having to convert Singapore Sterling into Mexican at the high exchange ruling. Stocks show a reduction as against last year of \$12,322. This, taking into consideration the fact that we have partly stocked a new Branch at Kuala Lumpur, is satisfactory. Sundry Debtors show an increase over last year by \$4,228, but this is accounted for by an increased business at Singapore and opening at Kuala Lumpur. The matter of depreciation has had very careful attention and the various amounts stated are considered ample. With reference to the year's working of the business the Gross Returns are well up and owing to further economies in staff and working expenses having been made, the net result is very satisfactory, considering the state of business generally during the past year. A branch of our business has lately been opened at Kuala Lumpur and results are satisfactory. With regard to the future, your Board is of the opinion that a steady improvement may be confidently expected, but it would be unwise to go further than this, in view of the present uncertainty of general conditions in China. You may rest assured, however, that your Board will continue to watch your interests in every way, and we can congratulate ourselves on starting the new financial year with the Debit of \$6,202 as against \$26,922 of last year.

The report and accounts were passed on the motion of the CHAIRMAN, seconded by Mr. BROWNE.

Mr. BROWNE proposed and Mr. J. H. HINTON seconded that Mr. W. J. Isenman be re-elected director of the Company.

Mr. F. J. HINTON moved and Mr. A. C. MACAULAY seconded that Messrs. Lowe, Bingham & Matthews be appointed auditors for the ensuing year.

The CHAIRMAN moved and Mr. J. H. HINTON seconded that the next annual meeting be held during the month of June or July, 1913.

THE RECENT OUTBREAK AT TSINANFU.

According to a number of telegrams from Tsinanfu which reached Peking concerning the recent outbreak it seems that the Provincial forces stationed just outside the Shantung capital mutinied and looted and burned the city. The cause of the mutiny was that they believed that they would be disbanded, and aided and abetted by the disbanded soldiers from Peking and Tientsin they started the uprising. The object was loot. A great number of private and commercial buildings were either looted or burned. They, however, purposely avoided mosques and foreign property. All the foreign consulates were un molested, and no foreigner was killed or wounded. The trouble began on Thursday night and subsided after daybreak. The Taching Government Bank was looted, but the German Bank and the Bank of Communications were not touched. Throughout the 5th division soldiers behaved very well and did much in suppressing the mutineers and protecting life and property.

stopped, the result would be much the same and Governments could never make up the leeway in the matter of loss of revenue. Certified chests held over could not be placed on the market next year, and meanwhile the Peking Government would probably score a point by asserting that uncertified opium was being largely smuggled into the country. In fact, fresh complications would arise and diplomatic pressure to enforce the terms of the agreement would be impossible.

Apart from the losses that would fall upon the revenues of British India the Native States would suffer severely and they could justifiably complain of breach of faith and demand compensation. The dealers in certified opium must have known quite well after the revolution began in China that they ran serious risks by committing themselves heavily in a highly speculative market and common prudence should have dictated extreme caution in all their operations in Calcutta and Bombay. But prices were run up at the auctions doubtless in the hope that the large profits secured last year were still to be gained, especially as less and less Indian opium was being sold in accordance with the policy of the Government of India. There were still bidders last week in Calcutta at prices which pay the Government to

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GRAHAM AND DENT.
Continuous Success.
Hongkong, 28th June, 1912. [158]

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"CALDER," 6-Roomed House, Fine
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1 LARGE GODOWN in No. 3a, Duddell
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"ROGATE" Austin Road, Kowloon, from
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For Sale. "HARTING" and "ROGATE"
on part of Kowloon Island Lot No. 1154.
For Sale, with or without Furniture.
"TOE CREST," No. 8, The Peak, with
Tennis Court. Commanding a magnificent
view of the Harbour and Adjacent Islands.
Apply to LINSTEAD & DAVIS.

3rd Floor, Alexandra Buildings.
Hongkong, 26th June, 1912. [122]

TO BE LET.

SHOPS AND OFFICES,
ALEXANDRA BUILDINGS.

Apply—

A. S. WATSON & CO., LTD.,
Alexandra Buildings.
Hongkong, 22nd May, 1912. [123]

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BEACONSFIELD. Will be converted
into a First Class Boarding House with
Large Dining Room, Thirty Bedrooms and
Eleven Bathrooms. Plans to be seen at our
Office.

Apply— LINSTEAD & DAVIS,
Alexandra Buildings.
Hongkong, 20th March, 1912. [481]

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Furnished or Unfurnished.

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Apply— G. DES GARETS D'ARS,
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Hongkong, 31st May, 1912. [776]

TO LET.

GODOWN, No. 4, New Praya, Kennedy
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Apply— THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st June, 1912. [12C]

TO LET.

66 A BERTHOLWYN," Peak Road,
SIX-ROOMED HOUSE, from
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SHOP WITH GODOWN attached, Nathan
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ON 2ND FLOOR, No. 2, PEDDER STREET,
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Apply Property Office,

JARDINE, MATHESON & CO., LTD.
Hongkong, 23rd May, 1912. [733]

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OFFICES in KING'S BUILDING
RANFURLY, 11, Conduit Road. From
1st June.

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Hongkong, 1st June, 1912. [121]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

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SUBSCRIBED " ... 1,125,000
PAID UP " ... 562,000
RESERVE FUND " ... 365,000
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Fixed Deposits at rates which may be
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F. C. MACDONALD,
Manager.

Hongkong, 29th March, 1912. [938]

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E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Vaux Road Central.
Hongkong, 17th May, 1912. [22]

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TAKEO TAKAMICHI,
Manager.

Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI
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PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS—
STERLING £1,500,000 at 2/—=\$15,000,000
SILVER \$16,750,000

\$31,750,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

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Acting Superintendent.

PENINSULAR & ORIENTAL STEAM
NAVIGATION CO.

Hongkong, 21st June, 1912. [841]

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP AND
LONDON.

THE Steamship

"PEMBROKE SHIRE,"
having arrived from the above Ports. Consignees
of Cargo by her are hereby informed that all
Goods are being landed at their risk into the
hazardous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Ltd., whence and/or from the wharves
delivery may be obtained.

Goods not cleared by the 29th inst., at 6 P.M.,
will be subject to rent.

All broken, chafed and damaged packages
are to be left in the Godowns, where they will be
examined on 29th instant at 10 A.M. Claims
against the Steamship must be presented
within 10 days of arrival, otherwise they will
not be recognized.

No Fire Insurance will be effected by us in
any case whatever. Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., LTD.,
Agents.

Hongkong, 24th June, 1912. [59]

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"CANTON,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, and West
Point Godowns, whence delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 1st July will be subject
to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 29th June, at 9.30 A.M.

All Claims must reach us before the 5th
July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

ARTHUR NILSSON & CO.,
Agents.

Hongkong, 24th June, 1912. [842]

NORDDEUTSCHE LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"
having arrived, Consignees of Cargo are hereby
informed that Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, and West
Point Godowns, whence delivery may be
obtained.

Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before NOON To-day requesting it to be
landed here.

No Claims will be admitted after the Goods
have left the Godowns, and all goods remaining
undelivered after the 1st July will be subject
to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 1st July, at 9.30 A.M.

All Claims must reach us before the 6th
July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHE LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 24th June, 1912. [5]

S.S. "MALTA."

CONSIGNEES holding Bills-of-Lading for
Cargo by this Vessel are hereby informed
that their Cargo will arrive by S.S. "PERA,"
due at Hongkong about 2nd July, and they are
requested to kindly present the Bills-of-Lading
at this Office before the arrival of the Steamer,
so that arrangements can be made regarding
delivery.

"BELOW PAR."

A ROYAL PHYSICIAN'S EXPERIENCE.

"I feel completely done up!" How often does one hear that expression, which means so much to the man or woman who utters it and, as a rule, so little to those who hear it!

It betokens, of course, a condition of mental and physical lassitude, either of which may result from the other, and denotes that for some reason or other the individual is "below par," and that his vital forces are not working properly. It may be that the digestion is disordered and he is not able to assimilate sufficient food, or that his excretory organs are unable to keep the blood sufficiently pure, with the result that waste products increase in it and block, as it were, the vital functions in exactly the same way as ashes block a furnace.

It is obvious, too, that, as every function of the body is under the control of the nervous system, if the latter is "below par," the former will, likewise, in time, tend to work sluggishly.

It is equally obvious, therefore, that whether the cause is nervous or physical, this condition of "sluggishness" or ennui can be most readily removed by the use of a food which is easily digestible on the one hand and has no waste on the other, while if, at the same time, it directly nourishes the nervous system, its action in bringing about a cure will be even more rapid still.

All these qualities are possessed by Sanatogen, that tonic nerve food the praises of which have been sung by the chief medical men in every part of the world, and by thousands upon thousands of their colleagues everywhere.

Sanatogen's power of digestibility is so great that it is rapidly assimilated. It has been called by physicians "the food which is all food and no waste," and consequently it throws no strain on the excretory organs. Finally, as it contains phosphorus in the exact form in which it exists in the brain and nervous system, it restores them to their highest power of activity, and thus benefits the whole body in the shortest time and most vital manner possible.

In his analysis, that distinguished Medical Officer of Health and Public Analyst, Sir Charles A. Cameron, C.B., M.D., F.R.C.P., states:—

"Sanatogen contains a relatively large amount of organic phosphorus, i.e., phosphorus which is offered to the tissues in exactly the form in which it can be easily absorbed."

Sanatogen's value has further been strikingly attested by Dr. Ernest Ott, Physician Extraordinary to His late Majesty King Edward VII., who states:—

"In my experience the results of using Sanatogen have been notably good in cases of convalescence after severe illnesses, and also when it was desirable to build up the strength, to stimulate the bodily functions, and to improve the circulation of the blood."

Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson, which will be sent free to all mentioning this paper on application to Messrs. A. WULFING & Co., 6, Kukiang Road, Shanghai.

Sanatogen can be obtained of all Chemists.

When "Only Middling"

your health is very far from satisfactory. The slightest knowledge of pathological science is sufficient to inform us how precarious is the condition of the person who is "only middling." The power of disease-resistance is practically nil, & an ordinary atmospheric change or dietary irregularity may lay you up for weeks.

Take

care therefore that you possess nothing less than vigorous, robust health. Just as nothing succeeds like success so there is no better guarantee of sustained health than never to let yourself run down. Consequently if you are not feeling up to the mark get yourself into tip-top condition at once, by taking a few doses of

BEECHAM'S PILLS.

Specially suitable for Females of all ages.

Sold everywhere in boxes, price 1/-, 1/- (50 pills) and 2/- (100 pills).

SCIENTIFIC MISCELLANY.**THE MOVING-PICTURE ERA.**

The art of cinematography is rapidly entering into our lives, and in addition to giving popular records of interesting events, moving pictures in the future are to play an important part in education, medical and other science, the arts, and even in commerce. A recent development has been the production of X-ray moving pictures of the internal organs and parts of the body. For rapid motions, like those of flying insects, a new apparatus takes 2,000 successive views a second on 125 feet of film, and, as the usual stopping of the film for each exposure is impossible at such speed, the exposures are given by electric sparks, each lasting not more than one 1,000,000th of a second. The pictures may be shown on the screen at the ordinary moving picture rate of 15 or 20 successive views per second, thus giving a better perception of motion than originally are difficult for the eye to follow. A new Edison promise is that of home kinetoscope, that will make moving pictures available for everybody for varied purposes. It is announced that what now requires 1,000 feet of film will be compressed upon 80 feet, and the apparatus will compare with a sewing machine in cost. An illustration of commercial possibilities is the salesman's idea of moving pictures to show a machine at work.

POPULARIZING ASTRONOMY.

European interest in astronomy is shown by the rapid increase in public observatories. The latest of these, on the roof of the German Museum at Munich, has a refracting telescope of about 5 inches, with several smaller ones that may be used on the moon and planets at night and for viewing the Alpine landscape by day. An astronomical museum is a novel addition. This represents ancient and modern instruments, with historical models showing various conceptions of the planetary system, etc.

A NEW METAL FOR STANDARD WEIGHTS.

The high price of platinum has led the International Committee of Weights and Measures to favour the use of tantalum, which is hard and unalterable, and from which standard weights can be made at a third of the cost of those of iridium.

SWIMMING-POOL SANITATION.

The dangers of swimming pools, recognized within a few years, seem to require only simple treatment. Whipple and Bunker, in a late paper to the American Society of Municipal Improvements,

state that at least one typhoid fever epidemic spread by a swimming pool is on record, and it is believed that nose and throat affections are transmitted by the water. Repeated analyses at American colleges have shown that contamination with organic matter increases from day to day while a pool is in use. The high temperature at which the water is kept favours bacterial growth, and the bacteria—to which each person adds despite any precautions—soon multiply to the limit fixed by the food supply.

The experiments made have shown that this trouble can be easily regulated by disinfection. Ordinary bleaching powder, or calcium hypochlorite, which has recently gained such favour in purifying drinking water, proves equally effective in the swimming pools, and it is concluded that safety against harmful bacteria is ensured by adding every two or three days enough disinfectant to supply 0.5 to 1 part of available chlorine per million parts of water.

GARLANDS OF SNOW.

Rare and curious ropes of snow, that form on window-ledges, tree branches, etc., at a temperature near freezing point, have been brought to notice by Dr. Karl Kassner as "snow garlands." One of these ropes photographed on the building of the Meteorological Institute in Berlin was 4 inches in thickness, and was suspended by the two ends, the distance between the points of support being 32 feet and the vertical sag about 16 inches. The snow on the little projection of the wall, it is supposed, was warmed by the heat of the building when the middle slipped down and, being thus removed from the source of heat, froze again.

TYPHOID CARRIERS.

One of the surprises of modern medicine is the persistence in a few persons of typhoid bacilli after an attack of typhoid fever. In a case just reported by Dr. Philipowicz, typhoid bacilli were found in the bile 38 years after the original attack of fever; and even this is not the greatest limit, as in three cases on record the bacilli were still present after 47, 50 and 52 years respectively. What to do with the "typhoid carriers" is a problem, as these persons are liable to spread the disease.

VOLCANOES AS NOW SEEN.

In the volcano theory of R. A. Daly, it is assumed that the outer portion of the earth is composed of successive shells, having a density increasing with the depth. The broken and interrupted sedimentary shell overlies a continuous granitic solid shell, and this in turn rests upon an eruptive basaltic shell or substratum. All igneous action since long before Cambrian times is regarded as the result of injection of the substratum basal into the overlying shell. Two main classes of eruptions are recognized, aside from fissure eruptions—the principal having vents for injections direct from the substratum, and the subordinate receiving injections indirectly through laccoliths or intrusive sheets deposited as off-shoots of the basalt substratum and

WM. POWELL, LTD.

Gentlemen's Outfitters.

SAXONE BOOTS and SHOES.

REALLY FIRST CLASS FOOTWEAR.

(EVERY PAIR GUARANTEED)

BOOTS \$11 SHOES \$10

Wm. Powell, Ltd.,

SOLE AGENTS,

SAXONE SHOE CO., LTD.

[125]

at some height above it. Kilauea is classed with the subordinate type. Principal volcanoes are more active of longer duration, more productive of lava flows, and are more clearly related to features of the crust. Explosions are thought to receive their energy from sources quite deep—not primarily from local steam.

A DANGEROUS NAME.

There is much in a name—especially a deceptive name. The Legislature of Minnesota enacted not long ago that methyl alcohol should be known in trade only as "wood naphtha," and made illegal the use of "wood alcohol" on labels or in catalogues. It is now being urged that this change of name should be made also by national law. The old name of wood alcohol has caused the mistaken supposition that this substance is a cheap grade of ordinary alcohol, and it has been used as a beverage with disastrous results. In many cases it has proven either fatal or has caused paralysis of the optic nerve, with temporary or permanent blindness.

AN AERIAL BEACON.

A red captive balloon, 8 feet in diameter carrying an electric lamp, is the type of signal for aeronauts and aviators that is under test in Germany. Visible far at night, it is unlike any other light. A hydrometer causes an electric bell to ring automatically so long as the air is moist enough to give fog, and the operator may keep his signal above the fog by sending the balloon up until the bell stops ringing.

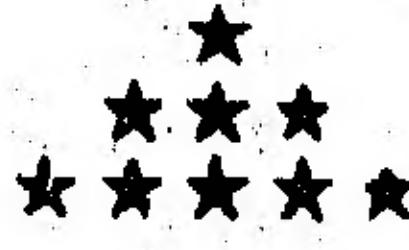
**THE WORLD'S HEAVIEST
WARSHIPS.****THE TEXAS AND RIVADAVIA.**

It was an interesting coincidence, says the *Times*, that two such powerful warships as the United States *Texas* and the Japanese *Kongo* should be launched on the same day, especially as it is claimed for both vessels that they are the largest and most heavily armed of their respective types yet built. As far as it goes, the claim is certainly correct. There is, however, an important reservation to be made, and that is that neither vessel is yet complete, and it is probable that by the time they are completed other ships will also be ready for service, which, if not of the same tonnage, may still be considered rivals in point of battle worthiness.

In regard to the *Texas*, which was laid down in February, 1911, having been authorized in June of the previous year, the displacement is reported to be 28,387 tons at full load draught. The official

displacement of the ship is 27,000 tons, and—if this figure be taken as a basis of comparison—it will be found to be exceeded by battleships laid down in the previous year for Argentina and Brazil. For the former, the *Rivadavia*, laid down in May, 1910, and launched on August 26th, 1911, has a normal displacement of 27,600 tons, or a displacement when fully loaded of about 30,000 tons. For Brazil there

was begun in February, 1910, the *Rio de Janeiro*, whose revised design includes a normal displacement of 27,500 tons. In a comparison of the weight of fire from heavy guns, however, the American ship has the advantage, since she carries ten 14-in. guns, and the Argentine and Brazilian vessels have 12 and 14 12-in. guns respectively. Even though there are four heavy guns more in the *Rio de Janeiro*, they do not compensate for the difference in calibre. The only other contemporary battleships comparable with the *Texas* are those of the British *King George V.* class, which upon a displacement of 23,000 tons, or 4,000 tons less than that of the *Texas*, carry ten guns of 13.5-in. calibre, firing a projectile equal in weight to that of the American 14-in. gun. The speed is the same in both vessels, but whereas the *King George V.* is turbine-driven the *Texas* has been fitted with reciprocating engines, which is regarded at all events in this country, as a retrograde step, particularly as the machinery must occupy more space and be placed higher in the ship. The notable difference in tonnage is no doubt largely due to this return to the older

MOUNIE'S BRANDIES

LIQUEUR (Very Fine and Very Old Brandy).

BY ROYAL WARRANT TO HIS MAJESTY KING GEORGE V.

As supplied to all the leading Restaurants in London, including the Carlton, Ritz, Savoy, Claridge's and Langham.

Bottled and Shipped by

J. DENIS H. MOUNIE & Co., Cognac.

GARNER, QUELCH & Co.,

SOLE AGENTS.

TELEPHONE 636.

[128]



Before going out drink a cup of

Van Houten's Cocoa

It fortifies the system against fatigue
and strengthens the nerves.

A delicious beverage.

Cheap because a little goes a long way.

Ask your grocer for a sample.

SHIPPING IN PORT.

SANUKI MARU, Japanese str., 3,780, J. Teranaka, 23rd June—Shanghai 19th June, Flour and General—Nippon Yusen Kaisha.

SIBERIA, American str., 5,655, A. Zeeder, 20th June—San Francisco 25th May, Mails and General—Pacific Mail S. Co.

SINOAN, British str., 1,005, A. Kumpel, 25th June—Swatow 24th June, Rice—Butterfield & Swire.

TAISHUN, Chinese str., 1,216, B. Y. Paramore, 19th June—Shanghai 18th June, General—Chinese.

TJIPANIS, Dutch str., 2,444, J. P. Schooten, 16th June—Moji 9th June, General—Java-China-Japan Lijn.

TRIUMPH, German str., 1,063, F. Bucking, 26th June—Saigon 22nd June, Rice—Butterfield & Swire.

YUENSHANG, British str., 1,224, P. H. Rolfe, 26th June—Manila 22nd June, Hemp and General—Jardine, Matheson & Co.

CHIANGHAI, British str., 1,128, E. Mooney, 21st June—Tianjin 14th June, General—Jardine, Matheson & Co.

CROWTAI, German str., 1,115, W. Reher, 17th June—Manila 14th June, Nil—Butterfield & Swire.

EMPIRE, British str., 2,843, St. John George, 20th June—Kobe 15th June, General—Gibb, Livingston & Co.

FOOCHOW, British str., 1,228, Cowin, 13th June—Newchwang 7th June, General—Butterfield & Swire.

HAIKAN, British str., 1,182, J. S. Roach, 23rd June—Coasts Paris 22nd June, General—H. S. & Co.

HAIYANG, British str., 1,323, Evans, 26th June—Fuchow 23rd June, General—Douglas, Lapraik & Co.

HERCULES, Norwegian str., 2,439, Basin Wilhelmsen, 25th June—Moji 18th June, Flour—Bank Line, Ltd.

HONG MOH, British str., 2,555, R. S. Bainbridge, 18th June—Rangoon 3rd June, General—Chinese.

INDUNA, British str., 2,873, S. M. Milne, 16th June—Barry, South Wales, 4th May, Coal—British Admiralty.

INDIA, British str., 3,398, A. J. Evans, 25th June—Singapore 19th June, General—Jardine, Matheson & Co.

KINTAIL, British str., 2,252, R. M. Saunders, 25th June—Philadelphia 5th May, Case Oil—Standard Oil Co.

KUANGHOU, British str., 1,258, Barkus, 16th June—Swatow 15th June, General—Butterfield & Swire.

KWONGSUNG, British str., 1,423, Richard, 25th June—Shanghai 19th June, General—Jardine, Matheson & Co.

KWONGTZE, Chinese str., 1,483, J. McArthur, 23rd June—Shanghai 19th June, General—C. M. S. N. & Co.

LAERTES, British str., 1,350, C. E. Page, 23rd June—Saigon 22nd June, Rice and General—Chinese.

MARIE, German str., 1,169, H. Schlaikier, 24th June—Saigon 20th June, Rice and General—Jesien & Co.

PROMETHEUS, British str., 3,583, R. Woodward, 28th June—Yokohama 11th June, General—Butterfield & Swire.

RAJAH, German str., 1,267, A. Roscher, 21st June—Kwamata 15th June, Coal—Mitsui

WEATHER REPORT

On the 27th at 12.20 p.m.—The northern depression now covers central Japan. Pressure has increased moderately over S. Japan and along the N.E. coast of China. It is inclined to give way over Tongking again. A depression still lies over S.W. China.

Variable winds may be expected along the coast and moderate S. winds over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

Hongkong & Neighbourhood

Fornosa Channel

South coast of China between Hongkong and Lantau

South coast of China between Hongkong and Hainan

* S. winds, moderate; equally, cloudy.

CHINA COAST METEOROLOGICAL REGISTER.

27TH JUNE, A.M.

Station.	Hour	Barometer	Temperature	Humidity	Wind	Direction	Force	Weather.
Vl'stock	7 a. m.	29.52	58	99	0	E	0	+
Nenrou	6 a. m.	29.59	58	99	1	S	1	-
Hakodate	29.48	—	—	—	1	W	1	-
Takio	21.47	—	—	—	1	W	1	-
Kochi	29.53	SSW	1	—	—	—	—	—
Nagasaki	29.56	NE	1	—	—	—	—	—
Kagoshima	29.54	—	—	—	—	—	—	—
Oshima	22.52	SSW	1	—	—	—	—	—
Naha	29.63	S	1	—	—	—	—	—
Ishigima	29.64	SW	1	—	—	—	—	—
Bonin Is.	29.79	SW	1	—	—	—	—	—
Chofoo	—	—	—	—	—	—	—	—
Wabaiwa	6 a. m.	23.60	68	85	W	W	2	+
Hankow	—	—	—	—	—	—	—	—
Kukkiang	—	—	—	—	—	—	—	—
Shanghai	29.61	70	95	NNW	1	SW	1	-
Gutzeff	29.61	72	95	MW	1	SW	1	-
Sharp Peak	7 a. m.	24.57	80	85	SSW	2	+	-
Amoy	6 a. m.	23.72	80	85	SSW	2	+	-
Swatow	5 a. m.	23.76	—	S	2	—	—	—
Taichu	—	—	—	S	2	—	—	—
Tai'an	—	—	—	S	2	—	—	—
Kotsuwa	—	—	—	NW	6	—	—	—
Pescadores	9 a. m.	23.74	83	S	2	—	—	—
Canton	6 a. m.	23.71	82	85	SSW	3	+	-
Hongkong	—	—	—	S	2	—	—	—
Vict. Peak	—	—	—	S	2	—	—	—
Gap Rock	6 a. m.	23.70	—	SSW	4	+	+	-
Macao	—	—	—	SSW	2	+	+	-
Wachow	9 a. m.	23.69	81	85	SSW	2	+	-
Hobcow	—	—	—	—	—	—	—	—
Fakhoi	—	—	—	—	—	—	—	—
Philippines	6 a. m.	23.59	81	S	6	—	—	—
Tourane	—	—	—	SSW	6	—	—	—
C. St. James	—	—	—	SSW	7	—	—	—
Apavri	—	—	—	SSW	7	—	—	—
Manila	—	—	—	SSW	7	—	—	—
Lagasti	9 a. m.	23.86	—	—	—	—	—	—
Bacolod	—	—	—	—	—	—	—	—
Ililo	—	—	—	—	—	—	—	—
Cebu	—	—	—	—	—	—	—	—
Latuan	—	—	—	—	—	—	—	—

T. F. CLAXTON, Director.

Hongkong Observatory, June 27th, 1912.

A BAROMETER, reduced to 32 degrees Fahrenheit or the level of the sea in inches, tenths and hundredths.

3 TEMPERATURE, in the shade, in degrees Fahr.

4 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

3 FORCE OF WIND, according to Beaufort Scale.

STATE OF WEATHER, blue sky, a detached cloud, a drizzling rain, & g. gloomy, & lightning, a overcast, partly cloudy, & cloudy, & rain, & drizzle, & thunder, visibility, wind (wt).

5 RAIN is inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory June 27th

Previous Day On Date								
Day			at			at		
at 2 p.m.			6 a. m.			8 p.m.		
Barometer	29.72	29.71	29.70					
Temperature	67	62	65					
Humidity	69	55	76					
Wind Direction	SSW	SSW	SW					
Wind Force	3	3	3					
Weather	—	—	—	—	—	—	—	—
Rain	—	0.03	—	—	—	—	—	—

Highest open air Temperature on 26th...58

Lowest open air Temperature on 26th...32

HONGKONG TIDE TABLE.

From 23rd June to 4th July, 1912.

HIGH WATER. LOW WATER

Week	Days	Hong Kong Mean Time	Height	Hong Kong Mean Time	Height
Fri.	23	11 m 17.51	ft. in.	11 m 14.14	3 2
		0 24	3 8	3 23	0 6
Sat.	24	8 23	7 1	11 m 43	9 3
		11 9	3 7	4 1	0 4
Sun.	25	8 m 48	7 3	2 12	3 0
		11 48	3 6	4 38	0 3
Mon.	1	9 25	7 3	2 42	3 3
Tues.	2	9 0	24	5 15	0 4
Wed.	3	9 57	7 2	5 53	0 5
Thurs.	4	10 35	3 7	6 32	3 4

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Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

THE HONGKONG DAILY PRESS PRINTING WORKS turn the Best Printing at Reasonable Prices

AVERAGE MARKET PRICES.

June 28th, 1912.

The Prices are given in Dollar Cents.

BURGESS MEAT.

1 lb. Mutton 5/-, Beef, sirloin

and leg cut.....20

1 lb. Ham 5/-, York Corned Beef

20

1 lb. Sausage 2/-

20

1 lb. Beef Steak.....20

20

1 lb. Bullock's Brains set 0

10

1 lb. Beef Sirloin Sirloin 10

10

1 lb. Beef Tongue.....10

10

1 lb. Beef Kidney.....10

10

1 lb. Beef Heart.....10

10

1 lb. Beef Liver.....10

10

1 lb. Beef Lung.....10

10

1 lb. Beef Brain.....10

10

1 lb. Beef Kidney.....10

10

1 lb. Beef Heart.....10

10

1 lb. Beef Liver.....10

10

</

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

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Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy, Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS.	TONS	STARLING	1912
SIERRA	18,000	TUESDAY,	2nd July, at 1 P.M.
CHINA	10,200	"	9th July, at 1 P.M.
MANCHURIA	27,000	TUESDAY,	16th July, at 1 P.M.
NILE	11,000	"	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY,	6th Aug., at 1 P.M.
PERSIA	9,000	TUESDAY,	27th Aug., at 1 P.M.
KOREA	18,000	TUESDAY,	3rd Sept., at 1 P.M.
SIBERIA	18,000	TUESDAY,	17th Sept., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE NO. 141.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C.

SEATTLE &
PORTLAND (Or.)

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (OR.).

"HERCULES," 2nd July. "HERCULES," 2nd July.

To be followed by other Steamers of the Company at regular intervals.

Calling at AMOY and KEELUNG if sufficient
inducement offers.

The BANK LINE Steamers are of the Newest Design,
have most Convenient Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE NO. 780. KING'S BUILDING, Praya Central

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.
PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... Second half of August.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:

S.S. "SALAMIS" 10th July.

The S.S. "SALAMIS" has splendid Saloon accommodation for passengers.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 28TH JUNE, 1912.

8 a.m. "HEUNGSHAN" 8 a.m. "HONAM."

10 p.m. "FATSHAN" 5 p.m. "KINSHAN"

SATURDAY, 29TH JUNE, 1912.

8 a.m. "HONAM" 8 a.m. "FATSHAN."

10 p.m. "KINSHAN" 5 p.m. "HEUNGSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 30TH JUNE.

The Company's Steamship "SUI AN."

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

Departure from Macao at 4 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG" 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, and S.S. "NANNING" 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier. [143]

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers, Through Tourist Sleepers, Dining Cars—Observation Cars, Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York. Transatlantic Steamers and other steamers.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH, —

GENERAL ORIENTAL AGENT

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

779

(Under Mail Contract with the Austrian Government)

TO SHANGHAI.

S.S. "KOERBER" 9,900 tons, will leave as above on 5th July.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste-Venice, £50 1st, £35 2nd Class. No surtax, no tips, no inside Cabin, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "SILESIA" 13,950 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 29th June.

S.S. "PERSIA" 12,500 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE, PEKING, COLOMBO, CALCUTTA, ADEN, SUZU, PORT SAID, on 2nd July.

These Steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £45, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through ports in all parts of the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,

Princes' Building, Hongkong, 13th June, 1912.

[165]

SWEDISH EAST ASIATIC
CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMER TONS DATE OF SAILINGS

SHANGHAI, YOKOHAMA, "YEDDO" ... 7,230 ... About 3rd Aug.

KOBE and MOJI ... "YEDDO" ... 7,230 ... About 3rd Aug.

For Freight and Further Particulars apply to

TELEPHONE NO. 171.

ARTHUR NILSSON & CO.,

YORK BUILDINGS, Top Floor.

40]

JAVA-CHINA-JAPAN LIJN
REGULAR POSTAL & CARGO SERVICE BETWEEN
JAVA, CHINA AND JAPAN.
STEAMER	FROM	EXPECTED ON OR

SHIPPING

ARRIVALS.

DAIJI MARI, Japanese str., 310 Y. Tomokawa, 27th June—Swatow 28th June. General—Osaka Shosen Kisha.
ALVARD, Norwegian str., 1,066 C. Anderson, 26th June—Bangkok 17th June, Rice—Order.
WUWEI STAR, Chinese str., 1,530 Stewart, 27th June—Shanghai 28th June; General—Chinese.
LOCKHART, German str., 1,057 W. Taubert, 26th June—Bangkok 18th June, Rice—Butterfield & Swire.
MATHILDE, German str., 391 A. P. Uderup, 27th June—Tourane 28th June, General—Johsen & Co.
SIAM, German str., 27th June—Canton, Fumi, American str., 2,797 S. A. Crosby, 27th June—Manila 25th June; General—Shewan, Tomes & Co.
SPRINGBOK, British str., 2,775 W. T. Larkins, 26th June—Rangoon 27th June, General—Chinese.
Suisse, Austrian str., 3,318 Nicollie, 27th June—Singapore 21st June, General—Sandor, Wieler & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
June 27th.
BESIDE DOLLAR, British str., for Saigon.
HANYANG, British str., for Swatow.
INDUNA, British str., for Manila.
KISTAL, British str., for Whampoa.
RAJAH, German str., for Bangkok.
RAJAH, German str., for Wakamatsu.

DEPARTURES.

JUNE 27TH.
C. DIEDERICHSSEN, Ger. str., for Hoitow.
CHENG, British str., for Shanghai.
CHONGMING, British str., for Amoy.
CHOTTAJAHN, British str., for Haiphong.
HANOL, French str., for Chenan.
SAHIN RICKMANS, Ger. str., for Chenan.
TJILAJAH, Dutch str., for Swatow.
YUCHOW, British str., for Saigon.
YORK, German str., for Yokohama.

SHIPPING REPORTS.

The British str. *Saigonchoon*, reports: usual S.W. monsoon and rough sea.
The American str. *Ryhi* reports: Fine pleasant weather throughout voyage; gentle breeze and moderate sea.
The Chinese str. *Kwangtung* reports: Strong monsoon and heavy sea to Chapel Island; thence moderate to light winds and S.S.W. swell.

PASSENGERS ARRIVED.

Per *Rubi*, from Manila, Mrs. H. F. Land & children, Mr. G. Russen, Mr. A. Garnaut, Mr. M. Boussu, Mr. J. E. Culver, Mr. and Mrs. W. P. Hill, Mr. A. H. Guion and Mr. J. J. Ryan.

LATEST STEAMER MOVEMENTS.

The "Indra Line" str. *Indra* left Sabang for Hongkong on the 20th June, and may be expected here on or about 3rd July.

The C.P.R. str. *Empress of India* arrived at Nagasaki on the 20th June, at 8 a.m., and left again at 5 p.m., same day for Kobe, where she is due to arrive on the 25th June, at 8 p.m.

The P. & O. str. *Pera* left Singapore for this port on the 27th June, at 7 a.m., and is due here on the 2nd July at about 9 a.m.

PASSED THE CANAL.

MAY 11TH.—*Gleury*, Sumbia, 17th Alceste, Austria; Idomenus, Polynesia, Silesia, Sumatra, Den of Glomis, Kalomo, 21st—Bentlawes, Ceylon, Myrmidon, Polynesia, Indiana, Poona, Kansas, Tweeddale, May 24th—Achilles, Atuta Maru, Kleist, Kamo, Konung Si, Moyne, Oceanus, Proteus, Rhesus, 25th—Canton, Montrose, Pembriskester, 31st—Maocha, Namur, Patroclus, Ville de la Ciotat, Athene, Ambra, Nymphus, Silesia, York and Albany, Bulwer, 1st—Aki Maru, Hitaishi Maru, Peru, Polynesia, Sachsen, Tenerer, Atticus, O. J. D. Ahlers, 11th—Atholl, Glenlogan, Ingrader, 14th—Bohemian, G. Fend, Luis, Palawan, Ping Suey, Parra, 18th—Brigasian, China, Polynesia, Princes Alice, 21st—Armenia, Achic, Jason, Meinam, Memnon, Miyakiki Maru, 25th—Brahmar, Bulow, Pandia, Carnarvonthshire, Matoppo, Peshawar, Vandalia, Yangtze.

ARRIVALS AT HOME.

May 25th—Bohemian, Mourice, Ping Suey.

GLEN LINE (McGREGOR, GOW & CO. LIMITED).

THE Steamship

"GLENECK." Captain E. E. Williams will be despatched for LONDON, ROTTERDAM AND ANTWERP on or about 29th inst.

S.S. "GLENECK." Captain H. W. Holman, will be despatched for LONDON, LEITH and ROTTERDAM on or about 10th August.

For Freight or Passage, apply to SHEWAN, TOMES & Co. Agents.

Hongkong, 22nd June, 1912. 1815

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on sale daily at the following Stores:—KOWLOON BOOK STALL, Ferry Wharf; MESEN HUNG CHEONG, Haiphong Road

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "n." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VEHICLE'S NAME.	FLAG & RIG	BREEZE.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON & ANTWERP	DENBIGHSHIRE	Brit. str.	—	E. E. Williams	JARDINE, MATHESON & CO., LTD.	To-day.
LONDON, ROTTERDAM & ANTWERP	GLENKEE	Brit. str.	—	P. & O. S. N. CO.	SHEWAN, TOMES & CO.	About 29th inst.
LONDON, VIA USUAL PORTS OF CALL	ASSATE	Brit. str.	—	C. D. Goldsmith, B.N.D.	SHEWAN, TOMES & CO.	On 6th July, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SINA	Brit. str.	k. w.	Eckhorn	HAMBURG-AMERICA LINER	About 10th July.
ROTTERDAM, BAMBIK & ANTWERP, &c.	BADENIA	Ger. str.	k. w.	Deinat	HAMBURG-AMERICA LINER	On 1st July.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRASILLA	Ger. str.	k. w.	Habu	HAMBURG-AMERICA LINER	On 2nd July.
HAVRE, BREMEN, HAMBURG & ANTWERP, &c.	ALESIA	Ger. str.	k. w.	HABU	HAMBURG-AMERICA LINER	On 26th July.
HAVRE, BREMEN, HAMBURG & ANTWERP, &c.	SAMBA	Ger. str.	k. w.	Metzenthin	HAMBURG-AMERICA LINER	To-day.
MARSELLES, HAVRE & HAMBURG, &c.	LIBERTY	Ger. str.	k. w.	H. Fraser	NIPPON YUSEN KAISHA	On 3rd July, at Daylight.
MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Jap. str.	k. w.	Luebeck	HAMBURG-AMERICA LINER	On 14th July.
MARSELLES, HAVRE & HAMBURG, &c.	SCOVIA	Ger. str.	k. w.	N. Teranaka	NIPPON YUSEN KAISHA	On 2nd July, at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SANUKI MARU	Jap. str.	k. w.	OSAKA SHOGEN KAISHA	On 18th July, at 1 P.M.	
VICTORIA, B.C. & TACOMA VIA KEELUNG & JAPAN	TAOGMA MARU	Jap. str.	k. w.	OSAKA SHOGEN KAISHA	On 23rd July, at 1 P.M.	
VICTORIA, B.C. & TACOMA, VIA KEELUNG, &c.	PANAMA MARU	Jap. str.	k. w.	SANDER, WEILER & CO.	On 2nd July.	
NEW YORK	PERSIA	Aus. str.	k. w.	DODWELL & CO., LTD.	About 13th July.	
BOSTON & NEW YORK VIA PORTS & SUZ CANAL	MIDDLEMEIR CASTLE	Aus. str.	k. w.	SHEWAN, TOMES & CO.	On 4th July.	
BOSTON & NEW YORK	INDRAMAYO	Brit. str.	k. w.	W. E. Kelway	JARDINE, MATHESON & CO., LTD.	About 30th July.
INDRAGHIRE	INDRAGHIRE	Brit. str.	2 m.		THE BANK LINE LIMITED	On 2nd July.
HEBEULIS	EMPEROR OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 13th July, at 6 P.M.
MONTAGLE	MONTEAGLE	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 2nd July, at 1 P.M.
SIBERIA	CHINA	Am. str.	1 m.		PACIFIC MAIL S.S. CO.	On 9th July, at 1 P.M.
CHINA	CHIVO MARU	Jap. str.	1 m.		PACIFIC MAIL S.S. CO.	On 23rd July, at Noon.
CHANGSHA	CHANGSHA	Brit. str.	1 m.		TOYO KAISEN KAISHA	On 6th July, at Noon.
KUMANO MARU	KUMANO MARU	Jap. str.	1 m.		BUTTERFIELD & SWIRE	On 6th July, at Noon.
AUSTRALIAN PORTS	PRINCE WALDEMAR	Brit. str.	1 m.		MELCHERS & CO.	On 13th July, at 9 A.M.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	ST. ALBANS	Jap. str.	1 m.		GIBB, LIVINGSTON & CO.	On 20th July.
YOKOHAMA & KOBE VIA SHANGHAI	KITO MARU	Aus. str.	1 m.		TOYO KAISEN KAISHA	On 6th Aug., at Noon.
YOKOHAMA & KOBE	SULESIA	Brit. str.	1 m.		SANDER, WEILER & CO.	On 1st July.
KORE	FULTALA	Jap. str.	1 m.		JARDINE, MATHESON & CO., LTD.	On 1st July.
KOBE & YOKOHAMA	CEYLON MARU	Jap. str.	1 m.		SHEWAN, TOMES & CO.	On 3rd July, at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	AKI MARU	Jap. str.	1 m.		QUICK DESPATCH,	On 3rd July, at Noon.
TIENTSIN VIA SWATOW WEIHAIWEI & CHFOO	TIAMANOEK	Brit. str.	1 m.		TO-DAY, AT 4 P.M.	On 3rd July, at 4 P.M.
WEIHAIWEI & TIENTSIN	CHIPISSHING	Brit. str.	1 m.		TO-MORROW, AT 4 P.M.	On 4th July, at 4 P.M.
SHANGHAI KOBE & MOJI	CHIPO	Brit. str.	1 m.		ON 6TH JULY, AT NOON.	On 6th July, at Noon.
SHANGHAI	SHANGHAI	Brit. str.	1 m.		ON 6TH JULY, AT 4 P.M.	On 6th July, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	1 m.		ON 13TH JULY, AT 9 A.M.	On 13th July, at 9 A.M.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	1 m.		ON 3RD JULY AT 9 A.M.	On 3rd July at 9 A.M.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	1 m.		ON 10TH JULY, AT 4 P.M.	On 10th July, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	1 m.		ON 6TH JULY.	On 6th July.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	1 m.		TO-MORROW.	TO-morrow.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	1 m.		ON 6TH JULY, AT NOON.	On 6th July, at Noon.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	1 m.		MIDDLE OF JULY.	Middle of July.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	1 m.		TO-DAY, AT 9 A.M.	On 18th August, 1912.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	1 m.		PARCELS WILL BE RECEIVED AT THE OFFICE UNTIL 4 P.M. THE DAY BEFORE SAILING. THE CONTENTS AND VALUE OF ALL PACKAGES ARE REQUIRED.	Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	1 m.		FOR FURTHER PARTICULARS, APPLY TO H. W. D. SHALLARD, ACTING SUPERINTENDENT, HONGKONG, 24TH JUNE, 1912.	For further particulars, apply to H. W. D. Shallard, Acting Superintendent, Hongkong, 24th June, 1912.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR STEAMERS DATE OF DEPARTURE

LONDON & ANTWERP "DENBIGHSHIRE" On 26th June.

LONDON & ANTWERP "MONMOUTHSHIRE" About 15th July.

SHANGHAI, KOBE & YOKOHAMA "CARMARSHENSHIRE" About 21st July.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans.

Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., AGENTS.

Hongkong, 21st June, 1912. (59)

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL

BOB

SHANGHAI, KOBE & MOJI "CHIPSHING" Friday, 28th June, Noon.

WEI AND CHFOO "KWONGSANG" Friday, 29th June, 4 P.M.

SHANGHAI "YUENSANG" Saturday, 29th June, 2 P.M.

MANILA "NAMSANG" Friday, 5th July, Noon.

SHANGHAI, KOBE & MOJI "KUTSANG" Friday, 5th July, Noon.

SHANGHAI "CHOYSANG" Friday, 5th July, Noon.

SINGAPORE, PENANG & CALCUTTA "NAMSANG" Saturday, 6th July, Noon.

KUDAT & SANDAKAN "LOONGSAM" Saturday, 6th July, 2 P.M.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, PERA, AND YOKOHAMA	Capt. W. W. Cooke, R.N.R.	About 3rd July. Freight only.
SHANGHAI	DEVAHNA Capt. W. R. Hickey	About 4th July. Freight and Passage.
LONDON VIA USUAL PORTS	ASAYE Capt. G. W. Cockman, R.N.R.	Noon. See Special OF CALL
LONDON and ANTWERP VIA SINGAPORE, PE	SIMLA Capt. Goldsmith, R.N.R.	10th July. Freight and SAID and MARSEILLES

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 27th June, 1912.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS	TO SAIL	REMARKS
HOIHOW (Mails) and HAIPHONG	"SINGAN"	On 28th June, 9 A.M.
SHANGHAI	"LINAN"	On 29th June, M'night.
MANILA, ZAMBOANGA THURSDAY DAY ISLAND, COOKTOWN,	"CHANGSHA"	On 2nd July, Noon.
CAIENS, TOWNSVILLE, BRISBANE SYDNEY AND MELBOURNE	"CHANGSHA"	On 2nd July, Noon.
MANILA, CEBU and ILOILO	"TAMING"	On 2nd July, 4 P.M.
WEIHAIWEI and TIENSIN	"HUICHOW"	On 3rd July, 4 P.M.

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

FOR STEAMERS	TO SAIL	REMARKS
MANILA, THURSDAY ISLAND, COOKTOWN CAIENS, TOWNS- VILLE, BRISBANE SYDNEY, and MELBOURNE	"GUTHRIE"	On 9th July, 4 P.M.
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.	S.S. "LINTAN" and S.S. "SANUI."	
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmania Ports.		

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIPEW" situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co. Launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

NEW SERVICE.
SHANGHAI TO ANTUNG direct, leaving Shanghai on alternate Wednesdays.
REDUCED FARES:—SINGLE \$35. RETURN \$75.
For Freight or Passage apply to—
Hongkong, 26th June, 1912.
BUTTERFIELD & SWIRE,
AGENTS. [S.B.S.]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG" ...	Capt. A. E. Hodgins ...	FRIDAY, 28th June, at 11 A.M.
"HAICHING" ...	Capt. W. C. Pasmore ...	TUESDAY, 2nd July, at 11 A.M.
"HAITAN" ...	Capt. J. S. Roach ...	FRIDAY, 5th July, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. J. W. Evans ... (SUNDAY, 30th June, at 10 A.M. (WEDDAY, 3rd July, at 11 A.M. Passengers will arrive at and Depart from the Company's Wharf (near Black Pier). During the month of July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS.

Hongkong, 27th June, 1912.

HAMBURG-AMERIKA LINIE.
IN CONJUNCTION WITH
DEUTSCHE DAMPF SCHIFFAHRTS GESELLSCHAFT "HANSA."Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLE, HAVRE, Bremen and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MARSEILLE, HAVRE & HAMBURG: S.S. LIBERIA	FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. BADENIA	FOR HAYRE, BREMEN & HAMBURG: S.S. ALESIA	FOR MARSEILLE, HAYRE & HAMBURG: S.S. SEGOVIA	FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. BRASILIA	FOR HAYRE, BREMEN HAMBURG & ANTWERP: S.S. SAMBIA
1st July.	23rd June.	1st July.	2nd July.	14th July.	15th July.	26th July.
S.S. FUEHRST BUELLOW	2nd July.					
S.S. GOLDENFELS	14th July.					
S.S. SUEVIA	29th July.					
S.S. KURMARK	15th August.					

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 25th June, 1912.

[10]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS ...	On 1st July.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc. and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to—

GIBB, LIVINGSTON & CO.,
AGENTS.

56

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND
TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS CAPTAIN DATE OF SAILING.

STEAMERS	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, NOON.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.
TENYO MARU	E. Bent	TUESDAY, 20th Aug., at Noon.

SHINYO MARU

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS CAPTAIN DATE OF SAILING.

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SHINYO MARU

WHY WORK ONE HOUR

if the same work can be done

IN A QUARTER OF AN HOUR!

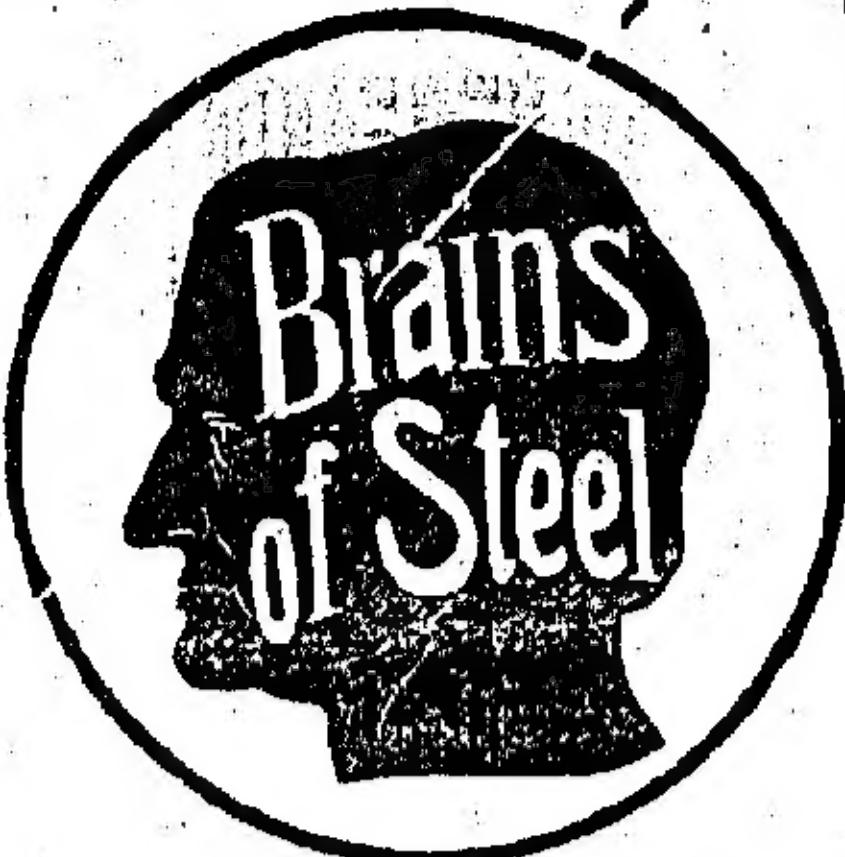
BUY A

"BRUNSVIGA"

CALCULATING MACHINE

and you will save time and headache.

GENERAL AGENT FOR HONGKONG AND CHINA

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 28th June, 1912.

PLEASE SEND YOUR ORDERS

on BISCUITS and COCOA

to Messrs. P. W. GAEDKE LTD., Hamburg.

either directly or through your European friends.

P. W. GAEDKE, LTD., know the FAR EAST
and you may rely on First Class Goods.

For Prices and information apply to

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS. TEL. NO. 960.
Hongkong, 28th June, 1912.

POST OFFICE NOTICE

* Only fully prepaid Letters and Post Cards are transmissible by the SIBERIAN ROUTE TO EUROPE.
Letters for this route should be superscribed via SIBERIA.

The Linen, with the Siberian Mail, is due to arrive here to-day.
The China, with the American and Siberian Mails, is due to arrive here to-day, at 8 a.m.

The Kumano Maru, with the American Mail or Manchuria, is due to arrive here on Tuesday, the 2nd July.

FOR	PEB	DAT
Hobow, Haiphong and Pakhoi	Friday, 28th, 8.00 A.M.	
Swatoe, Amoy and Foochow	Friday, 29th, 10.00 A.M.	
Swatoe, Weihsien, Chefoo and Tientsin	Friday, 29th, 11.00 A.M.	
Macao	Friday, 29th, 1.15 P.M.	
Shanghai, North China and Japan via Kobe	Friday, 29th, 2.00 P.M.	
Shanghai and North China	Friday, 29th, 3.00 P.M.	
Shanghai, North China, and Japan via Yokohama	Saturday, 29th, 11.00 A.M.	
Philippine Islands	Saturday, 29th, 1.15 P.M.	
Macao	Saturday, 29th, 2.00 P.M.	
Philippine Islands	Saturday, 29th, 5.00 P.M.	
Shanghai and North China	Sunday, 30th, 9.00 A.M.	
Swatoe, Amoy and Tamsui	Sunday, 30th, 9.00 A.M.	
Philippine Islands, Australia, Tasmania and New Zealand	JULY —	
Swatoe, Amoy and Foochow	Tuesday, 2nd, 10.00 A.M.	
Formosa via Keelung, Shanghai, North China, Japan, Honolulu, United States, Canada, and South America via San Francisco (EUROPE VIA SIBERIA)	Tuesday, 2nd, 10.00 A.M.	

SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT AND EUROPE via MARSEILLE. Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. Late Letters 11.00 to NOON Extra Postage 10 cents ...

Shanghai, North China, Japan via Moji, Victoria, B.C. and Seattle (Wash.) Philippines Islands Batavia, Samarang and Sourabaya Straits and Ceylon ... Swatoe Japan via Yokohama Weihaiwei and Tientsin Swatoe, Amoy and Foochow Tamsui and North China Japan via Yokohama Shanghai, North China and Japan via Kobe, Philippines Islands, Australia, Tasmania and New Zealand Batavia, Samarang and Sourabaya Straits, and India via Calcutta

WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT AND EUROPE via BRINDISI. Late Letters 11.00 to NOON. Extra Postage 10 cents ... (Supplementary mail on board up to the time fixed for departure of the mail) Extra Postage 10 cents ... Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. The parcel mail will be closed on Friday, the 5th July, at 5 P.M. ... Philippines Islands, Yap, Maroa, Frederich, Wilhelmshafen, Balan, Herbertshohe, Matupi, Australia, Tasmania and New Zealand via Brisbane ...

COMMERCIAL CLOSING QUOTATIONS.

June 27th.

ON LONDON — Telegraphic Transfer	2/-
Bank Bills, on demand	2/-
Bank Bills, at 30 days' sight	2/-
Bank Bills, at 4 months' sight	2/-
Credits, at 4 months' sight	2/-
Documentary Bills 4 months' sight	2/-
ON PARIS —	
Bank Bills, on demand	25/-
Credits, at 4 months' sight	29/-
ON GERMANY —	10/-
On demand	
ON NEW YORK —	
Bank Bills, on demand	49/-
Credits, at 60 days' sight	50/-
ON HAMBURG —	
Telegraphic Transfer	150/-
Bank, on demand	150/-
ON CALCUTTA —	
Telegraphic Transfer	150/-
Bank, on demand	150/-
ON SHANGHAI —	
Bank, at sight	72/-
Private, 30 days' sight	73/-
ON YOKOHAMA —	
On demand	99/-
ON MANILA —	
On demand — Pesos	99/-
ON SINGAPORE —	
On demand	56/-
ON BATAVIA —	
On demand	121/-
ON HAIKONG —	
On demand	74/-
ON SAIGON —	
On demand	74/-
ON BANGKOK —	
Bank's Buying Rate	9.85
GOVERNMENT, Bank's Buying Rate	8.60
GOLD LMAES, 100 fine, per tael	881.60
BAR SILVER, per oz.	28/-

SUBSIDARY COINS.

	per cent
Chinese	20 cents piece
Chinese	10 "
Hongkong	20 "
Hongkong	10 "

MAILS VIA SIBERIA.

London Date June 8th.

Duis. Shanghai June 24th.

SHARE LIST.—QUOTATIONS.

HONGKONG, 27TH JUNE, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
LANKAS.—				
Hong Kong & Shanghai Bank Corporation	120,000	\$125	all	1827 £1/2d £24
China Borneo Company, Limited	60,000	\$12	all	19, sales
China Light and Power Company, Limited	50,000	\$5	all	20.5, buyers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	20, buyers
COTTON MILLS.—				
Evo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 86
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	55
40,000	\$72			\$22
DAIRY FARM COMPANY, LIMITED				
Hong Kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	600, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	466, buyers
New Amoy Dock Co., Ltd.	10,000	\$5	all	261, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 51, buyers
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	94, buyers
Green Island Cement Co., Limited	400,000	\$10	all	224, buyers
Hongkong Electric Co., Limited	12,000	\$50	all	211, buyers
Hongkong Hotel Company, Limited	8,000	Pa. 10	all	191
Manila Metropole Hotel Limited	15,000	\$25	all	212, sellers
Hongkong Ice Company, Limited	50,000	\$10	all	191
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	87
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	34
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	all	225
China Fire Insurance Co., Limited	20,000	\$100	all	132
China Traders Insurance Co., Limited	21,000	\$85.33	all	100
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	350, sales
North China Insurance Co., Limited	10,000	\$25	all	130
Union Insurance Society, Limited	12,400	\$250	all	2800
Yangtze Insurance Association, Limited	12,000	\$100	all	195, Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	8105, buyers
Humphreys' Estate and Finance Co., Ltd.	5,000	\$50	all	88, sales
Keween Land and Building Co., Ltd.	75,000	Tls. 50	all	34, buyers
Shanghai Land Investment Co., Limited	12,500	\$50	all	86
West Point Building Co., Limited	25,000	Gds. 10	all	56
Maastrichtspoor tot Mijne, Boschen — Landen expoitaties in Langkat ...				Tls. 66, sellers
MINING.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	34, buyers
Tronch Mines, Limited	160,000	\$1	all	76/-
Hewad Tin and Rubber Estate, Ltd.	715,280	2/-	all	49, sellers
Banb Australian Gold Mining Co., Ltd.	200,000	\$1	all	331, sal. & buy.
Peak Tramways Co., Limited	25,000	\$10	all	311, sellers
Philippines Co., Limited	75,000	\$10	all	21, buyers
China Sugar Refining Co., Limited	20,000	\$100	all	8109, sales
Luzon Sugar Refining Co., Limited	7,000	\$100	all	393, sellers
STEAMSHIP COMPANIES.—				
China Mainland Steamship Co., Ltd.	50,000	\$25	all	93, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	827, sellers
Hongkong, Canton and Macao S. B. Co., Ltd.	80,000	\$15	all	683, £1/2d. 6d.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	25	all	buy. £1.7d. 6d.
Shell Transport & Trading Co., Limited	2,500,000	\$10	all	108/- sales
Star Ferry Company, Limited	10,000	\$10	all	132, buyers
South China Morning Post, Limited	6,000	\$10	all	222, buyers
Steam Laundry Company, Limited	20,000	\$5	all	253, buyers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	225
Wm. Powell, Limited	15,000	\$7	all	63, buyers
Watkins, Limited	10,000	\$10	all	25
A. S. Watson & Co., Limited	90,000	\$10	all	125, buyers
Weissmann, Limited	3,000	\$10	all	832
Gads Price & Co., Ltd.	50,000	\$10	all	832
Societe des Pulpes de Papeteries du Tonkin	13,200	\$50	all	832
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	832
United Asbestos Oriental Agency, Limited	9,000 ardy.	\$10	all	832
Union Waterboat Co., Limited	100 tons	\$10	all	832
Union Waterboat Co., Limited	50,00			